नागर विमानन मंत्री (श्री सी.एम.इब्राहीम): (क) गुजरात में कांडला,पोरबन्दर और केंसोद हवाई अड्डे इस समय प्रचालनात्मक हैं ।

(ख) इंडियन एयरलाइन्स इस समय उनमें से किसी भी हवाई अड्डे पर प्रचालन नहीं कर रही हैं । तथापि,गुजरात एयरवेज केसोद और पोरबन्दर के लिए अपनी उड़ानों का प्रचालन कर रही हैं ।

(ग) यह प्रश्न नहीं उठता ।

(घ) और (ड़) जी,नहीं । कारगों संभाव्यता और आर्थिक साध्यता के आधार पर,हवाई कारगों और कूरियर सेवा प्रचालक,कांडला हवाई अड्डे से कारगों सेवांए प्रचालित करने के लिए स्वतंत्र हैं । इसी प्रकार,नागर विमानन महानिदेशालय के अनुमोदन की शर्त के धीन विमान परिवहन प्रचालक देश में किसी भी हवाई अड्डे के लिए प्रचालन करने के लिए स्वंतत्र हैं।

दिल्ली और देहरादून के बीच विमान सेवा

2180. **श्री मनोहर कान्त ध्यानी :** क्या नागर विमानन मंत्री यह बताने की कृपा करेंगें कि:

(क) क्या सरकार दिल्ली और देहरादून के बीच विमान सेवा,जो वर्ष 1993 से बंद है,को प्रारम्भ करने पर विचार करेगी

(ख) यदि हां,तो कब तक;

(ग) यदि नहीं,तो इसके क्या कारण हैं; और

(घ) क्या जौलीग्रान्ट (देहरादून) की एक मात्र हवाई पट्टी के विस्तार की कोई योजना है यादि हां,तो कब तक और यदि नहीं तो इसके क्या कारण हैं ।

नागर विमानन मंत्री (श्री सी.एम.इब्राहीम): (क) से (ग) उपयुक्त छोटे विमानों की कमी के कारण,इंडियन एयरलाइन्स की इस समय देहरादून के लिए प्रचालन आरंभ करने की कोई योजनाएं नहीं है ।

(घ) जी,नहीं,टिहरी हाईड्रो बांध परियोजना के विस्थापित व्यक्तियों द्वारा हवाई अड्डे की भूमि पर काबिज हो जाने,अतिरिक्त भूमि की अनुपलब्धता ऋषिकेश को जाने वाली सड़क की निकटता और हवाई पट्टी की एक तरफ उच्च वोल्टता विद्युत लाइनों के गुजरने के कारण जालीग्रांट हवाई पट्टी का विस्तार नहीं किया जा सकता

Perfonnance of the AlliaiKe Air comparing to other domestic airiincs

2181. SHRI S. M. KRISHNA: Wiil the Minister of CIVIL AVIATION be pleas-ed to state:

(a) wiien was alliance Air created and with what objectives;

(b) what has been the performance of the Alliance Air compared to other domestic airlines during last one year and to what extent the objectives set forth have been achieved from capacity utilisation point of view;

(c) the details of expansion plans o| the company;

(d) whether the Managing Director of the company has expressed his concerni over the delay in acquiring fleet as reported in the 'Hindustan Times' dated the 18th July, 1997;

(e) the procedural guidelines for acqui-*ving* more fleet by an airlines and the reasons for the delay; and

(f) by when the fleet requirement of Alliance Air would be completed?

THE MINISTER OF CIVIL AVIATION (SHRI C. M. IBRAHIM): (a) Alliance Air is the brand name of th-airline operated by Airline Allied Services Limited (AASL), a wholly owned subsidiary of Indian Airlines Limited, which was set up in 1983. Alliance Air commenced airline operation with effect from 15th April, 1996 with the following objectives :

(i) Increased utilisation of Boeing aircraft.

(ii) Increased utilisation of Co-pilots in the Short Haul Operations Depart ment (SHOD) as well as Indian Air lines. .

(iii) Swifter progression of Co-piJots to Commanders in Indian Airlines, which will ultimately have a jfleet of only A-320 and A-300 aircraft.

(d) The performance of Alliance Air is better as compared to other domestic Airlines during the last one year. Cojn-parative figures are as under:— ,

	Alliance Air	Sahara Airlines	Archana Airways
Total flying hours - - - - - -	16797	8977.78	2599.23
Seat Factor(%) - - - - - -	72	45.15	59.78'
Number of passengers (000s) - - - - -	1075.00	357.76	15.11

(c) Alliance Air has, at present, no plans of expansion, '

(d) and (f) No, Sir. The Managing Director had merely emphasised the need for early replacement of the existing fleet with aircraft having the latest technology.

(e) The Board of Directors generally constitutes a Committee to 'study and examine proposals for acquisition of aircraft. The matter is then considered by the Board of Directors after submission of the report by the Committbe. The proposal is hereafter submitted to the Government for approval.

Airborne collision avoidance system.

2182. SHRI S. *M.* KRISHNA: Will the Minister of CIVIL AVIATION be pleased to state:

(ci) whether the Lahoti Commission set up to enquire the reasons for mid-air collision at Charkhi Dadri last year has submitted its report:

(b) if.so, what are the findings thereof - and what steps have been taken hy Gov-erriment on this report to avoid recurrence of similar accidents in future;

(c) whether in a conference of senior Chief Manager of all Indian and Foreigu Airlines held in recent past, all Airlines operating in Indian sky were directed to urgently arrange Airborne collision avoidjince system, if so, what is the pro' gre's achieved in this regard; and

(d) what action is con ternplted against the defaulting airlines and whe ther any deadline has been given to those airlines?

THE MINISTER OF ClVIL AVIATION (SHRI C. M. IBRAHIM) (a) Yes Sir.

(b) The Report of the Court of Inquiry is under consideration of the Gov ernment.

(c) and (d) Directorate General of Civil Aviation has issued jtistructitDns wherey Airborne Collision Aviojdance System is to be installed on all aircraft with seating capacity of more than 30 or pay load capacity of more than 3 tons by 31-12-1998 and those with seating capacity between 10 to 30 or pay-load capacity of 1 to 3 tons by 31.12. 2003.